

# Burning Tree Road Bridge No. M-112 -- No. 500803

Category  
Agency  
Planning Area  
Relocation Impact

Transportation  
Public Works & Transportation  
Bethesda-Chevy Chase  
None.

Date Last Modified  
Required Adequate Public Facility

January 11, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	551	0	0	551	0	219	332	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	28	0	0	28	0	0	28	0	0	0	0
Construction	847	0	0	847	0	286	561	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1,426</b>	<b>0</b>	<b>0</b>	<b>1,426</b>	<b>0</b>	<b>505</b>	<b>921</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	680	0	0	680	0	253	427	0	0	0	0
Federal Aid	746	0	0	746	0	252	494	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project provides for the replacement of the superstructure of the Burning Tree Road Bridge No. M-112. The existing bridge abutments will be reused with minor modifications to support the new superstructure. Repairs to the concrete abutments will be made as necessary to renew the integrity of the concrete surface. Minor approach roadway work will be performed to tie the rehabilitated bridge to the existing roadway. The new superstructure will provide two 11-foot travel lanes with 2-foot and 5-foot shoulders on the west and east side of the new superstructure and 5-foot sidewalks on each side.

### Service Area

Bethesda/Chevy Chase

### Capacity

The current average daily traffic (ADT) is 1,550 with approximately 4 percent trucks.

### JUSTIFICATION

The existing bridge was built in 1963 as a single-span pre-stressed concrete, voided beam bridge with an asphalt wearing surface. The bridge is currently posted for a 52,000 lb. limit for a single-unit truck and a 68,000 lb. limit for a combination-unit truck. The 2005 Bridge Inspection Report indicates the existing pre-stressed concrete voided slabs are in poor condition. The bridge is considered structurally deficient.

### Plans and Studies

Burning Tree Road is considered a secondary residential road, and it does not have a master plan designation in the 1990 Approved Bethesda/Chevy Chase Master Plan. Implementation of this project will allow the bridge to be restored to full capacity.

### Cost Change

Not applicable

### STATUS

Final Design Stage

### OTHER

The scope of work and schedule are new for FY08. The design cost for this project is included in the Facility Planning: Bridges Project No. 509132. Construction and construction management costs for this project are eligible for up to 80 percent Federal Aid.

### APPROPRIATION AND EXPENDITURE DATA

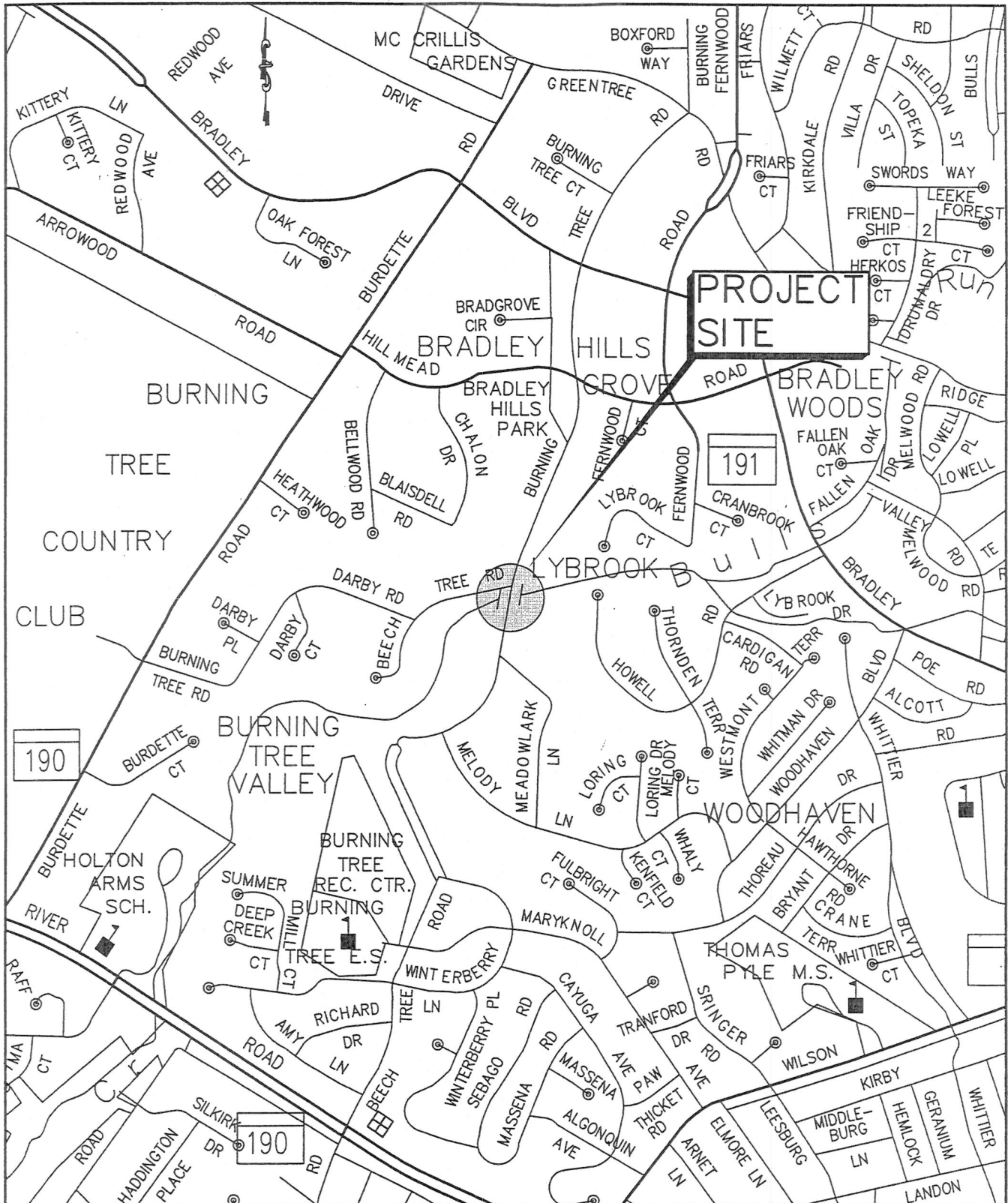
Date First Appropriation	FY08	(\$000)
Initial Cost Estimate		1,426
First Cost Estimate		
Current Scope	FY08	1,426
Last FY's Cost Estimate		0
Present Cost Estimate		1,426
Appropriation Request	FY08	1,426
Supplemental		
Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		0
Expenditures/		
Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

### COORDINATION

Maryland State Highway Administration  
Federal Highway Administration  
Maryland Department of the Environment  
Montgomery County Department of Permitting  
Services  
Maryland-National Capital Park and Planning  
Commission  
Pepco  
Verizon  
Comcast  
Washington Gas  
Facility Planning: Bridges--509132

### MAP

See Map on Next Page



MONTGOMERY COUNTY  
DEPT. OF PUBLIC WORKS  
AND TRANSPORTATION

REHABILITATION OF  
BRIDGE NO. M-0112  
ON BURNING TREE ROAD  
OVER BOOZE CREEK

LOCATION MAP

SCALE: 1"=1000'

STATE: MARYLAND  
COUNTY: MONTGOMERY

DATE: MARCH, 2006